

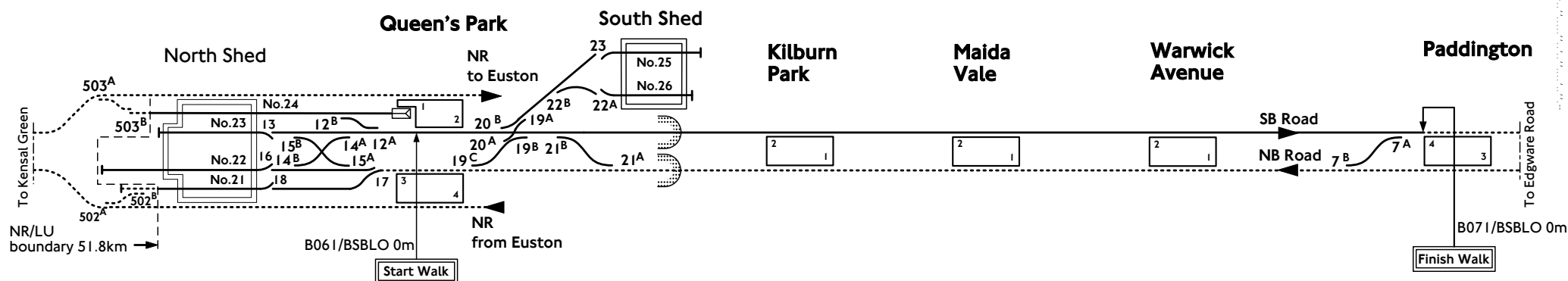
Patrol Route Plan

Bakerloo Line 6BN: Queens Park – Paddington SB

including 7,23,22,21,20,19,18,17,16,15,14,13 and 12 points



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6BN Patrol

Bakerloo Line 6BN: Queens Park – Paddington SB

Patrol starts at Queens Park, north of platform 2, LCS B061/BSBLO 0m

Obtain briefing from supervisor and travel to Queens Park.

Patrollers must look out for and report to their manager, any tripping hazards which may be present in the track environment.

Once traction current has been discharged and protection arrangements are in place, patrol No 24 road northwards towards LUL/Network Rail boundary plate via 12A and 12b points.

Patrol south from toes of 12b buffer stop back to toes of 12b and continue patrol on 24 road to LUL/Network rail boundary.

Inspect all P&C associated with 12A and 12B points.

Cross over to buffer stop on No 23 road and patrol south via 13,15B and 14A points to the back end of 12A points.

Inspect all P&C associated with 13, 15B and 14A points.

Cross over on to the toes of 17 points and patrol northwards via 15A,14B and 16 points to the buffer stop at the end of No 22 road.

Inspect all P&C associated with 15A 14B and 16 points.

Cross over to the LUL/Network rail boundary plate on No 21 road and patrol southwards via 18, 17 and 19C points.

Cross back to the southbound road at 12A points and patrol to 21B points via 20A, 20B and 19B points. Inspect all P&C associated with 17, 18, 19C, 20B, 19B, 20A and 21B points.

From the toes of 21B points patrol the crossover on to northbound road up to the toes of 21A and inspect all P&C associated with 21A points.

From 21A points cross back to 20B points. From the toes of 20B points patrol into Queens Park south shed roads No 25 and 26. Inspect all P&C associated with 19A, 22B, 23 and 22A points.

Walk back to the toes of 21B points and patrol the southbound road southwards the toes of No 7A points at Paddington. Inspect all P&C associated with 7A points.

From the toes of 7A points patrol the crossover to the toes of 7B points. Inspect all P&C associated with 7B points.

Return to the toes of 7A points and continue to patrol the southbound road southwards to north end of Paddington platform , LCS B071/BSBLO 0m and finish the patrol.

Complete the patrol reporting process as in W1328 Patrolling the track.

Items needing particular attention

Drainage from Queen's Park to the tunnel mouth and from Queen's Park to Kilburn Park.

Check for signs of rail creep from 21B points to the tunnel mouth

Check rail areas between Maida Vale and Paddington.

Check:

- For new signs of continuous or intermittent wear and early signs of snowing.
- For missing keys/clips – replace as necessary.
- For cracks, breaks or excessive wear.
- Obstructions in flangeways.
- Lubrication of slide chairs and rails is satisfactory / lubricators are working.
- Evidence of sidecut since last patrol.
- Condition of crossing noses and wing rails.
- For defects in check, stock, splice, point and wing rails and switch tips.
- Ensure bolts are tight and plates are secure.
- For any environmental hazards i.e build up of litter, spilled liquids, excessive grease or fluff.

Inspect:

- Rails or scrap stored in the four foot and line side, check if secure.
- All storage areas to make sure materials are stored securely and safely.
- Materials stored at designated storage locations. Make sure all items are secure and are clear of the track.
- Where under track storage lids are fitted these must be inspected to ensure the hinges and locking mechanism are intact and the lid is closed and secure from movement.
- Wooden keys are nailed in at train stops.
- Drains or drainage channels for blockages.
- Wet beds for ponding.
- Track for signs of flooding or wet patches in the six foot or cess.
- Around drainage areas for build up of debris.
- For any damage caused by water holding.

Controlled switches:

17's RH switch - Kilburn Park – Queens Park NB

20A's RH switch – Queen's park – Kilburn Park SB

Check: For adequate gauge corner lubrication on the high rail for 20m approaching the switch and for adequate lubrication over the length of the switch blade.